

DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

WINTER 2008 | VOLUME THREE | NUMBER THREE

Charging towards Gettysburg

Good DeLorean America ■ Rotary Power ■ Bulletin from Belfast





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PUBLISHER
DELOREAN CAR
SHOW, INC.

EDITOR
KEN KONCELIK

ASSISTANT EDITOR
JOSH HALDEMAN

ART DIRECTOR
JOSH HALDEMAN

PICTURE EDITOR
JOSH HALDEMAN

**PRODUCTION
MANAGER**
JKM PRODUCTIONS

**DIRECTOR OF
ADVERTISING**
KEN KONCELIK

**CONTRIBUTING
WRITERS &
PHOTOGRAPHERS**

KEVIN ABATO
BYRON ARNAO
STEPHEN CLARK
PATRICK CONLON
GEORGE CRANE
MIKE DAMICO
JOSH HALDEMAN
KEN KONCELIK
MIKE LUCKEY
ELVIS NOCITA
ROBERT ROONEY
CLIFF SCHMUCKER
JIM STRICKLAND



SpecialTAuto



John Hervey 972 564 9321 | 972 672 3739 | john@specialtauto.com

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DeLoorean car battery. Make sure you get the correct one, the correct fit and the correct wiring to change. Turn the correct way.



Clutch Kit by Valeo. Factory new and fresh. Includes pressure plate, clutch disk, throw out bearing, pilot bearing, alignment tool.



DeLoorean alternator. For R12 or R1300 with new accumulator, orifice and O-rings.



Gas spring for parking strut. door, bonnet/luggage and engine louver.



DeLoorean car battery. Almost as small as a pack of cigarettes, but strong as the The Fix One and Two.



Silicone Hoses Kit. Cut to length, plug and play. Blue & black. Also fixed the odd size coming off the warm up regulator. No clamps needed.



New DeLoorean alternator. 95T version comes with a new external check valve. This is the new update.



DeLoorean water pump. Comes with everything needed. 5 year warranty.



DeLoorean alternator. #1 name in DeLoorean Alternators! Starting at \$239.95. D1 30, 140, 150.



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Complete use switch kit. Kit contains all you need to convert from the old pick up hose that can collapse from heat and pressure. Helps cut down on fuel pump noise. Simple and easy to install.



DeLoorean brake lines. Stainless Steel DOT Approved. Exact replacement. Highest quality hose of PTFE. Inner Teflon and stainless steel over braid.



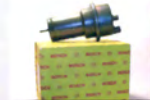
Trailing arm bolts. This is an upgrade from the original. Heavy Cad plated for greater rust protection. 12.9 vs 10.9 tensile strength. Connecting to frame and trailing arm.



DeLoorean rear brake caliper. Rebuilt caliper only. Add your own brake shoes or pads.



DeLoorean fan switch. Temperature/coolant fan switch. Lower left hand water pipe. Don't strip your circuit to make the fans run all the time, just install the right one for your climate. Includes rubber gasket.



DeLoorean car battery. For hot start problems this is it most of the time, if not then call me.



Bosch distributor cap. Includes wires, distributor cap, rotor, your choice of heat range plugs. 6, 7, 8, 9 or 10. Due to the age of the engine, includes free oil filter.



New fuel filter. Includes the new all aluminum baffle, screen filter with aluminum barbed fitting, clamps, and special fuel/chemical resistance hose. Comes with instructions.



DeLoorean car battery. Don't overheat. Install the air bleeder and protect the cooling system.



DeLoorean car battery. Rebuilt with all new parts. Factory original. Parts Rhine Oil solenoid. \$169.95. \$100.00 core charge. 5 year warranty.



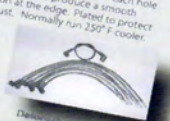
Relay Kit with new R1300 relay. Contains: 8 40 amp relays, 1 Lambda relay, 3 circuit breakers, 1 R1300 Relay & 6 Terminals.



Stainless steel engine block. Core charge \$50.00 for old lines and connectors. Hand made to fit. 6 for injectors, 1 for the cold start, 2 for the warm up reg.



DeLoorean car battery. PowerStop. Each motor's vane structure is analyzed to determine the optimum pattern. All CAD and CNC pattern design. Each hole radiused to produce a smooth transition at the edge. Plated to protect from rust. Normally run 250°F cooler.



DeLoorean car battery. Spark plug wires. Less than 350 ohms/ft. resistance and thicker insulation. Slip on your plug cover boots and your ready. Includes the coil wire with new boots. Upgrade from stock 7mm wires. Professional hand made and crimped. Lifetime warranty.

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VISION

By **Ken Koncelik**, Editor in Chief

Gettysburg & Las Vegas Shows Gear up

This year has resulted in some of the most dramatic changes in the DeLorean Community that I have seen in some time. The opening of a number of DeLorean Centers around the world, the purchase and sale of some of the most collectable DeLoreans and for us the addition of DCS West.

That is not to take away from the show that is at hand **-GETTYSBURG-**. With all the shows we have done, this one has surprised me the most. Being a bit far to the Northeast we anticipated the show to grow but since the show, now in its 10th year, has been reaching its maturity we anticipated a leveling off in attendance. What a surprise. Instead, this time we are looking at a record increase in attendance and for the first time we anticipate a sellout prior to the show. With that in mind and the fact that a show with over 1000 people in attendance is difficult to handle with our current staff we decided to expand.

After much thought and your support we have decided to begin to do a show out West. Thus DCS West was born. It will be run in a similar format as DCS but will go back to the early days of DCS and build on its own. There are a number of people that reside out west that will be contributing to the show to capture the DeLorean Spirit.

We look forward to seeing you at DCS Gettysburg and again in 2009 at DCS West Las Vegas.

This truly is a vision come true.

Ken





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Photographer: **Elvis Nocita**
Location: **Near the Black Forest in Germany**

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2007 Cincinnati British Car Show

by Mike Damico



For those of you that have gotten to know my wife and I in the past four years or so at DCS Pigeon Forge, Chicago, parades and various other DeLorean functions, you'd know that we're very proud to be a part of the DeLorean community. Since we have been owners (VIN # 2513) for the past year and a half it's easy to show that pride especially at the different local car shows and cruise-ins. This one was the British Car Day at the Harbin Park in Fairfield, Ohio.

So as we're driving east on I-275 from Kentucky, through Indiana and into Ohio, I'm going through a checklist in my mind. Exterior? Check! Interior? Everything clean and shining bright. Wheels and tires? Hey wait, Honey, what's the weather supposed to do today? "Mostly sunny with a chance of scattered showers." Great, I thought, but the sun was shining at the time so I wasn't too concerned.

As we approached the Hamilton Exit and made our way left toward Harbin Park, the second worst thing happened, (the worst being a mechanical problem), We're starting to see drops of rain on the windshield. Just enough rain to mess up the exterior and wheels! But, as we're pulling into the park and watching all the scrambling going on, we realized we weren't the only ones with a little mess to clean up.

We checked in at the gate and were told where all the D's were parked. As we made our way up the road passing Jaguars, MG's, Lotus, you name it, if it's British, it was there. I'm thinking, how did the DeLorean fit in at a "British Car Show"? Hmm, let's see...It was made in Northern Ireland under British Rule and it was funded mostly by the British Government, so yeah, it's British, at least for the day anyway! Besides, we were invited! We had our own class too! This also was the first time, besides Chicago DCS, that our car would be judged with other D's so it was all pretty exciting to us!

We parked in a group with the two Ken's, Cliff and Josh who were already there drying and sprucing up there cars before being bombarded with questions and picture taking, you know, the usual when there are a DeLoreans in any place, at any given time! We all gave out DeLorean post cards, courtesy of DMC Houston, displayed a few DCS magazines on some of the hoods and answered many, many questions. All this with only one more downpour. That's right, more rain. You didn't think it would be that easy did you? So we dried our cars one more time.

By the middle of the afternoon, the judging was over and things were winding down. It was time to give out the awards. To our surprise, they informed us we were chosen best in class and could we move our car over into the awards area. As they went through the different classes and got to the DeLorean class, it was announced that because they didn't have enough D's pre-registered, they didn't have an award for our class, but one of the sponsors had donated an item from there booth. A British picnic basket! How appropriate since my wife Dawn is British!

So to end, I dedicate the now famous British picnic basket award to all the people who didn't pre-register. (You know who you are), also they really enjoyed having our cars there and we're invited back next year so see you there. Cheerio!



top left to bottom right: **The winner's circle • Lotus, DeLorean and Triumph • The assembled DeLoreans on the lawn (note room for more!) Cliff Schmucker's award winning 2004 Lotus Elise**

In my other articles I have spoken about how I got my job working at DMC and the joy it gave me then and continued joy to this day. This time however I would like to give you an insight into some of the daily and regular duties that we had to perform.

As a maintenance fitter my duties could and would take me all over the factory,

And a typical day would start by changing into coveralls and meeting the rest of the team in the tea area, the maintenance supervisor would then come in and assign people to different jobs, and away you went, when you finished that job you went back to the tea area and waited for your next job, you may think that a little strange but believe it or not it worked very well because it meant that the supervisor always knew where each member of his team was at any time.

At sometime during the day you would be guaranteed to work on one of three particular jobs or if unlucky on all three.

The three jobs that came up every day were:

1. The resin spray guns in the body shop.
2. The carousel chains in the body shop.
3. Running the GAUNTLET.

JOB 1: Resin Spray Guns

The spray guns were a particularly dirty job. (10 of them in the spray booth) They were used to spray the black bonding resin onto the fiberglass in the mold pods before the two halves of the pods were put together to make up your body shell.

Due to the density of the resin, the guns were constantly blocking up, normally you would have a couple of cleaned guns ready for replacement, which meant it was straight forward disconnect 2 replace 2 then back to the workshop and repair the ones you had replaced, unfortunately the only product that was available at the time to clean them was a solvent called tryco-ethalyne chloride, the down side of this was that you could only work in a confined space for about 30 minutes without becoming as high as a kite from the fumes. (you will remember that from Bridgeport Brass Frankie)

JOB 2: The Carousel Chains

This was not a very dirty job but a time consuming one and fairly dangerous one, and it took 6 people to sort it.

What would happen is that when the operators were trimming the fibreglass, slivers would fall between the chain and the guide track and the chain would stop. The first method of releasing this was to isolate the carousel electrically, go below ground and manually turn the drive gear backwards until the blockage was released. This method worked well until one day when we were below doing this, the line manager (who was English) started or should I say tried to start the line back up while we were still below ground, apart from the fact that 4 of us nearly lost our fingers he learned to duck very quickly as a 2lb hammer was flying through the air aimed straight at his head accompanied by a stream of 4 letter words that I am sure he had never heard half of before.

After that incident we resorted to a safer but longer method: We would isolate the carousel, padlock the isolator, one fitter would go below and release the chain tension and 6 of us would then manually lift the chain from the track clean the track completely replace the chain and retension, all of this would take 1 to 2 hours to complete, that in-itself was not a problem. The problem was line three would be down because there were no more shells to work on and line one would be down because there was no more room for any more body pods which meant that the spray guns in the resin booth would block up due to lack of use.

JOB 3: Running the GAUNTLET

This job had absolutely nothing to do with the production of your cars.

Four of us would be detailed to the perimeter fencing, two of us armed with pliers and tying wire and two spotters, for some reason every night holes would be cut in the fencing, nothing was ever stolen from the factory and no damage was ever done, but for some reason these holes kept on appearing so every morning they had to be repaired. The reason for the spotters was they would keep lookout for the kids from the local housing estate who would throw stones at the two men fixing the fence. We never really understood why they did this. But looking back at the time it was when the troubles in Northern Ireland were at a high and stone and brick throwing was like second nature, or if you like, daytime stoning was only practice for night-time stoning.

Universally-Renown Back to the Future™ Specialists



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Established 1992

Founder Stephen Clark has followed the success of the blockbuster motion picture *Back to the Future*™ since its record-breaking 1985 release. Today, he leads an enormous worldwide fan base, industry professionals and associated celebrities alike through his internet portal, BTTF.com. This unique site disseminates the very latest news on the series and offers specialized services all relating to the famous time-traveling trilogy. In addition, the independently owned and operated site has quickly become the world's largest resource for purchasing officially licensed *Back to the Future*™ collectibles and memorabilia.

The *Back to the Future*™ trilogy of films are one of the most popular and successful in movie history, earning over a half billion dollars, and from the very first inkling of their success, Stephen Clark has played an integral role in their publicity, marketing, and longevity. He has done more than impress the film makers, producers, stars, and studio representatives of the films — he has formed warm friendships with many, and has become a "go to" source for information, strategy, and forward thinking marketing plans.

When the question is *Back to the Future*™-related, BTTF.com is my first and only phone call. Webmaster, event coordinator, marketing strategist, and true gentleman — I am proud to call Stephen Clark my friend....yes, even with that accent.

Tom Wilson
Actor / Comedian
Back to the Future™ series



Bob Gale
Creator / Writer / Producer
Back to the Future™ series

Stephen Clark's BTTF.com web site has become the first, best and most trusted source for all *Back to the Future*™-related news and information, as well as the only place to consistently find the finest *Back to the Future*™ merchandise. The success and effectiveness of BTTF.com is due to Stephen's passion for the trilogy, along with his personal relationships with many of the filmmakers and cast as well with legions of fans around the world who have "spread the word" about the site.

I am personally grateful to Stephen and BTTF.com for keeping the trilogy in the consciousness of the public over the past decade or so, as well as keeping me informed of things I didn't even know about — not even Universal Studios could do as good a job.

As the leading online authority on the *Back to the Future*™ film series, BTTF.com administers marketing strategies normally found in a large corporation, yet gives focused attention to detail that only a small company can provide. While we continue striving daily to be the definitive source for all things *Back to the Future*™, we're not content unless we're blasting 88 mph forward on a product or event such as yours...



We apply our passion and appreciation for the *Back to the Future™* Trilogy to each project, product and event we have the distinct honor and pleasure to be associated with. Beginning in 2000, we began putting our knowledge and expertise of the trilogy to work by offering an array of marketing and publicity services for companies developing new licensed products, producing programming, or hosting events related to the classic time travel adventure.



Photography courtesy of BTTF.com, GrenexMedia.com, Miami University Middletown, and Theory3

Our previous clients and promotional partners include:

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ScreenUsed LLC · Sun Star Models Development, LTD. · Universal Pictures International · Universal Studios Home Entertainment · Welly Die Casting FTY. LTD. · Xtivia, Inc.

Copywriting and Consulting

Universal Studios Home Entertainment brought BTTF.com in as a consultant to write content for their "Did You Know That?" **Universal Animated Anecdotes** bonus feature on all three films for the *"Back to the Future™ – The Complete Trilogy"* DVD Boxed Set. Additionally, they asked us to collaborate with Xtivia, Inc. to write new content, authenticate existing content, and provide production materials as visuals for the official *Back to the Future™* DVD web site. The quality and professionalism of our work landed us a private invitation to the elite DVD Release and Cast Reunion Party on the Universal Studios "Hill Valley" backlot set on December 16, 2002 – the same day **Michael J. Fox** received his star on the Hollywood Walk of Fame.

Universal International Pictures in London hired us a few years later to validate content and to create "Trivia Facts" for the booklet inside the *Back to the Future™* Disc Collector's Set DVD Boxed Set, which was released in all non-North American DVD markets around the world.

Package Design and Product Authentication

Using our keen eye for perfection in the tiniest of details, BTTF.com began serving as a consultant to several diecast companies producing various-scaled DeLorean time machines by authenticating their prototypes and copywriting for the packaging of their products.



After having formed a strong reliance with Sun Star Diecasting, the company hired us to completely design the packaging for their fourth and final 1:18 scale DeLorean time machine in addition to our normal services for the company. The result was one of the most detailed and elaborate packages ever designed for a diecast vehicle, which we consider to be among our top achievements to date.

We are extremely pleased with our collaboration with BTTF.com, which has really allowed us to increase our sales of *Back to the Future™* products thanks to their knowledge of *Back to the Future™* and their artistic talent.

Aurice Oujevolk
Vice President of Sales
Sun Star Diecasting, LTD.



Film Production Archive Access

We're also high-end collectors, having amassed a large amount of production materials from the films since the late '80s. Employing our vast archive, we're pleased to loan these unique original materials (such as props, costumes, photographs, scripts, blueprints, yearbooks, etc.) to qualified corporate entities to use as reference for their highly-regarded projects.

In early 2006, E! Entertainment, Inc. contacted BTTF.com for some minor fact-checking for an upcoming THS episode they were working on which featured *Back to the Future™*, when they quickly realized that they had hit the jackpot! As we had done for Universal's DVD web site, we loaned E! a plethora of *Back to the Future™* production materials as well as dozens of historical materials about the life of actor **Michael J. Fox** to use as on-camera visuals for their special, which debuted later that year.

BTTF.com's knowledge of *Back to the Future™* was invaluable, as well as their access to all these rare materials few people would get to see otherwise. We couldn't have told the *Back to the Future™* portion of our show properly without their help!

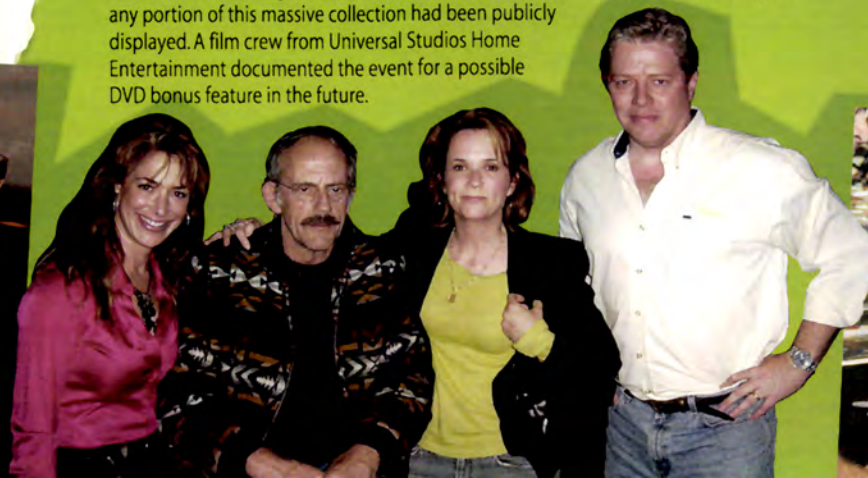
Joseph Boo
Associate Producer
Michael J. Fox: The E! True Hollywood Story

Exhibiting, Event Sponsorship and Publicity

BTTF.com coordinates celebrity appearances at various science fiction conventions and car shows for autograph opportunities, often in conjunction with our own exhibits and presentations at these same venues.

In partnership with **ScreenUsed**, BTTF.com hosted the "Collector's Exhibit" at the Orange County Convention Center in Orlando for the 2002 Florida eXtravaganza. Our unique *Back to the Future™* presentation included the world's largest privately-held collection of authentic props and costumes from the series, as well as an in-booth celebrity appearance by actor/comedian **Tom Wilson**, who brilliantly portrayed "Biff Tannen", "Griff" and "Buford 'Mad Dog' Tannen" in the *Back to the Future™* trilogy.

FX was one of our largest endeavors to date, marking only the third time in history that any portion of this massive collection had been publicly displayed. A film crew from Universal Studios Home Entertainment documented the event for a possible DVD bonus feature in the future.



In 2002, we launched an extensive collaboration with Meyer Multimedia Productions by sponsoring and promoting their screenings of the films in which the cast and crew would be in attendance for audience Q&A. That same year, we also became a prominent sponsor and exhibitor at the biennial DeLorean Car Show, using our Hollywood connections to help bring some popular faces to their national events.

August 1, 2006 marked the fourth time BTTF.com gave their support to a Hollywood's Master Storytellers event, and each time has gotten better and better. We conducted an informal poll of our capacity audience from that night and discovered that at least 25% heard about our event through their site. Not surprisingly, we also found that many of the best audience questions for our illustrious panel (Writer/Producer **Bob Gale**, Actor **Christopher Lloyd** and Producer **Neil Canton**) came from BTTF.com readers.

In addition, although we had a wide array of door prizes for our audience, including *Back to the Future™* DVDs provided by Universal Studios Home Entertainment, the two prizes the audience seemed most excited about were the t-shirts and mini-posters that BTTF.com provided through their sponsorship of our event.

All in all, we were very happy working with BTTF.com and look forward to doing so again in the future.

Gordon Meyer
Creator/Executive Producer
"Hollywood's Master Storytellers" Series



BTTF.com has been a key player in the success of each of our shows. The knowledge and support they bring each year helps us to keep the spirit of *Back to the Future™* alive in perspective with the DeLorean automobile, which we always enjoy taking time to highlight for our attendees.

Their Hollywood connections have allowed us to bring in celebrity guests to our shows — including **Bob Gale**, **Claudia Wells**, **Jeffrey Weissman** and **James Tolkán** — and their unique booth and film presentations are always valuable assets to our shows. Stephen Clark's enthusiastic contributions to our magazine and web site allow us to continually build interest from fans and enthusiasts between shows, and we look forward to working with him and his team again at our next show.

Ken Koncelik
Event Producer
DeLorean Car Show, Inc.



Time Machine Rentals

In 2007, BTTF.com entered the "DeLorean for hire" business by driving our unique full-scale replica of the famous vehicle to corporate and private functions across the country. Having appeared in national publications and won multiple awards, the instantly recognizable prop makes each event the most spectacular, jaw-dropping, unforgettable spectacle of all time!

Thank you for helping make our 40th Anniversary Gala Celebration a success. The DeLorean's appearance, along with your openness and gracious nature toward our guests, made a key impact on this wonderful evening.

Mike Williams
Director of Marketing Communications
Miami University Middletown



Knowledge

Experience

Dedication

We know the trilogy like no one else does — consider letting us be involved with your next *Back to the Future™* related project, product or event. Contact us today at info@bttf.com to learn how we can help build a better Future for you!



GOOD DeLOREAN AMERICA

by Kevin Abata

This past September, we got a call from the producers at Good Morning America to see if there were any DMA members in the New York area that would be interested in bringing their cars to the studio for a shoot. The focus was DMC Houston's announcement about building new DeLoreans. Here are some photos from that morning's shoot.







DMA Year In Review

by Kevin Abato

Delorean Mid-Atlantic Club 2007 - The "On Ramp" for Gettysburg. I think I must have subconsciously bought my Delorean because I really did want a time machine since I am always amazed at how quickly time flies, and timelines appear to blur. As I am writing this article now with only a few months left until DCS08, it seems like only yesterday that my wife and I attended DCS06 in Chicago and were excited about the Saturday night announcement that DCS08 would be in Gettysburg PA.

That evening in Chicago, the DMA officers who were present realized this event was going to be "in our back yard" and that we really had to put in a lot of effort to help make DCS08 one of the largest shows ever. The Mid-Atlantic region has tons of Delorean owners that always seem to just come from out of the woodwork, and each year the DMA is graced with tons of new faces and names of owners and enthusiasts alike. We had to tap into this huge cluster of people and get the excitement flowing.

With a clear goal at hand, the task of what needed to be done was obvious but the effort to achieve it was going to be large. Thankfully the 2007 DMA officers have proven to be highly resourceful and committed not only to our local club, but also the DCS. The best game plan was to remain focused on making sure that we not only continue to offer great events for our members, but that we also make sure that we spread the word about the DCS Gettysburg show.

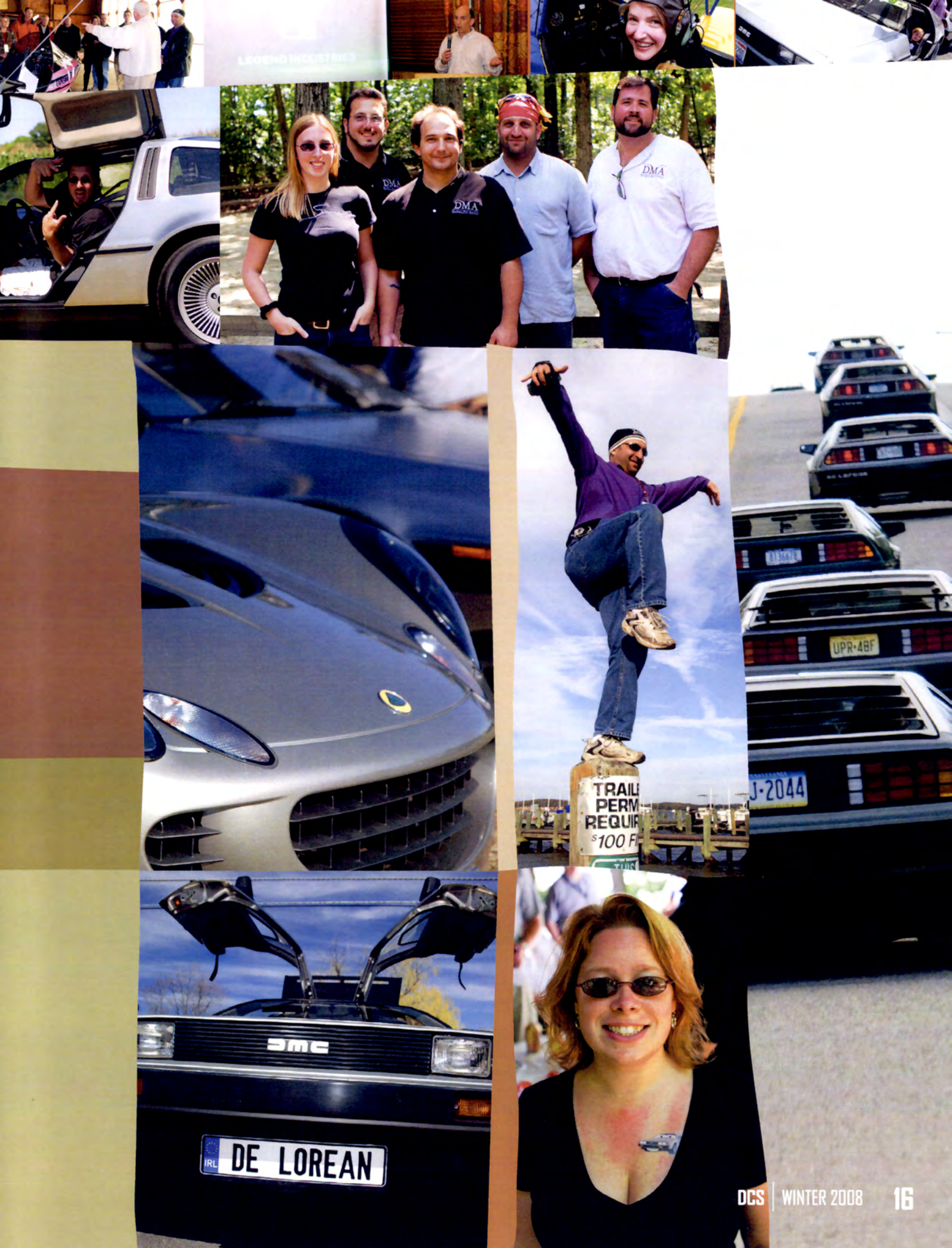
2007 for the DMA kicked off with our annual spring social. This year we invited some new friends from the local Lotus club to join us. The event turned out to be a huge success with thirty eight Deloreans in attendance, and nine Lotus. Overall we had the largest turnout ever for an event. Over 110 owners and enthusiasts were in attendance and the event actually became a three days long simply due to all of the great things the DMA officers were able to plan.

With a ton of people in attendance we made sure to give Ken Koncelik tons of DCS exposure at the event. Ken brought the

2008 DCS Raffle car with him to the spring social and promptly showed the car off to everyone. With over a year left until the car was to be given away, it was already looking like one sweet prize to be won, but when you factor in all the time left where it will still be worked on, you can truly start to realize who nice of a prize it will be for the lucky winner! Ken also was able to give us some of the latest updates and details at our Saturday night dinner for what he has planned for DCS08. Shortly after dinner, Ken packed up all of his stuff and hit the road at 8:00pm to drive to..... GETTYSBURG! He was making another trip to work out some more details and coordinate with the conference center.

Along with Ken, the DMA always tries to have a guest speaker for our events. This year we were lucky enough to have Fred Dellis from Legend Industries. Fred has some great new information on his work with John Delorean to develop the turbo engine that would have been offered on later model Deloreans (had they continued production). Fred's stories, photos, insight, and energy was an excellent addition to our event and we considered ourselves lucky to have him as part of the event.

With such a hot event wrapped up, it was only natural that we had begun planning the next event immediately. Marc Levy and Shari Deutsch (no relation to either of the two Dans) offered to coordinate our annual "Summer Fun Run" event. They did an excellent job in planning a wonderful day that started off with a tour of a historical battle field in NJ, followed by some peach picking at a nearby orchard, a great one hour scenic drive, and an AMAZING BBQ lunch at a local state park. Marc, Shari, and the rest of the club officers and members who helped coordinate details for the event did an outstanding job to ensure that everyone had a great time. We again made sure to promote the upcoming Delorean Car Show in Gettysburg by telling everyone how much fun the Chicago show was in 2006, and giving more details about all of the activities that Ken has planned for 2008. Several attendees literally called and booked their rooms while attending the summer fun run! The DMA officers also took the liberty to showcase some new



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Group photos from the multitude of annual events that the DMA held this year. We had a great turnout, and hope to continue the trend on into next year's Gettysburg DeLorean Car Show.

DMA designs, including our new Mascot "Stainley" the DeLorean. Stainley has made several appearances since his debut at the summer fun run and will definitely be a large part DCS06 and the club's identity going forward.

Time to take a breather? NOPE! DMA was on a roll for 2007, and we were not going to slow down now! Our Club President "Evil" Dan gladly stepped up to coordinate the 2007 Fall Foliage Tour. This year, Dan promised us a unique Fall Foliage Tour that would allow members to experience this three day event by "Land, Sea, and Air". Slightly confused at first, we were all pleasantly surprised as Dan had coordinate a wonderful driving tour through Maryland and Delaware that highlighted not only some fantastic scenery, but also took us to an air museum that features the restoration of classic airplanes, and also houses some interesting prototype and personally constructed planes as well! DMA members were given the chance to actually fly in a 1941 Boeing Stearman PT-17 bi-plane! Everyone had so much fun at the air museum we actually had to cancel our second stop that day just so that we could accommodate everyone's interest at the museum!

Following the driving tour and museum, we headed out for a delightful dinner at a restaurant overlooking the water and witnessed a spectacular sunset while we ate. The following day, Dan had booked a lunch cruise for us on a ninety foot wedding yacht! The yacht brought us out into the water for a three hour tour (yes...we all sang the Gilligan's island song!).

Presented with an incredible lunch buffet on the cruise, and some wonderful scenery as we cruised the harbor was a great way to wrap up the weekend. We wanted to make sure again that the members who were in attendance at the Fall Foliage Tour knew to book rooms for DCS since the rooms are filling up fast. To our surprise, almost everyone in attendance had already signed up and was planning to attend! Some of the chatter that followed made us realize more then ever that everyone was excited about the upcoming Gettysburg show.

With the 2007 year drawing to a close (Time really DOES FLY!) the DMA is preparing for our final events of the year. As has become annual tradition, we will be driving in the LBI holiday parade in the beginning of December, and we will be hosting our annual holiday party on January 5th. Club Activities Director Stephen Card has decided to mix things up a bit for the Holiday party and has scheduled our dinner party to be a murder mystery dinner. Let's face facts though, the real mystery on people's minds is always "Who owns all of those DeLoreans in the parking lot outside?"

Having been a part of the DMA for over six years now, it excites me to see how much the club has grown, having DCS08 held "in our back yard" and everyone be so excited. The DMA has made a promise to get people out in force for DCS08. We plan to deliver! As always, details for all of our events can be found on our website www.deloreanmidatlantic.com. See you all in Gettysburg in 2008!

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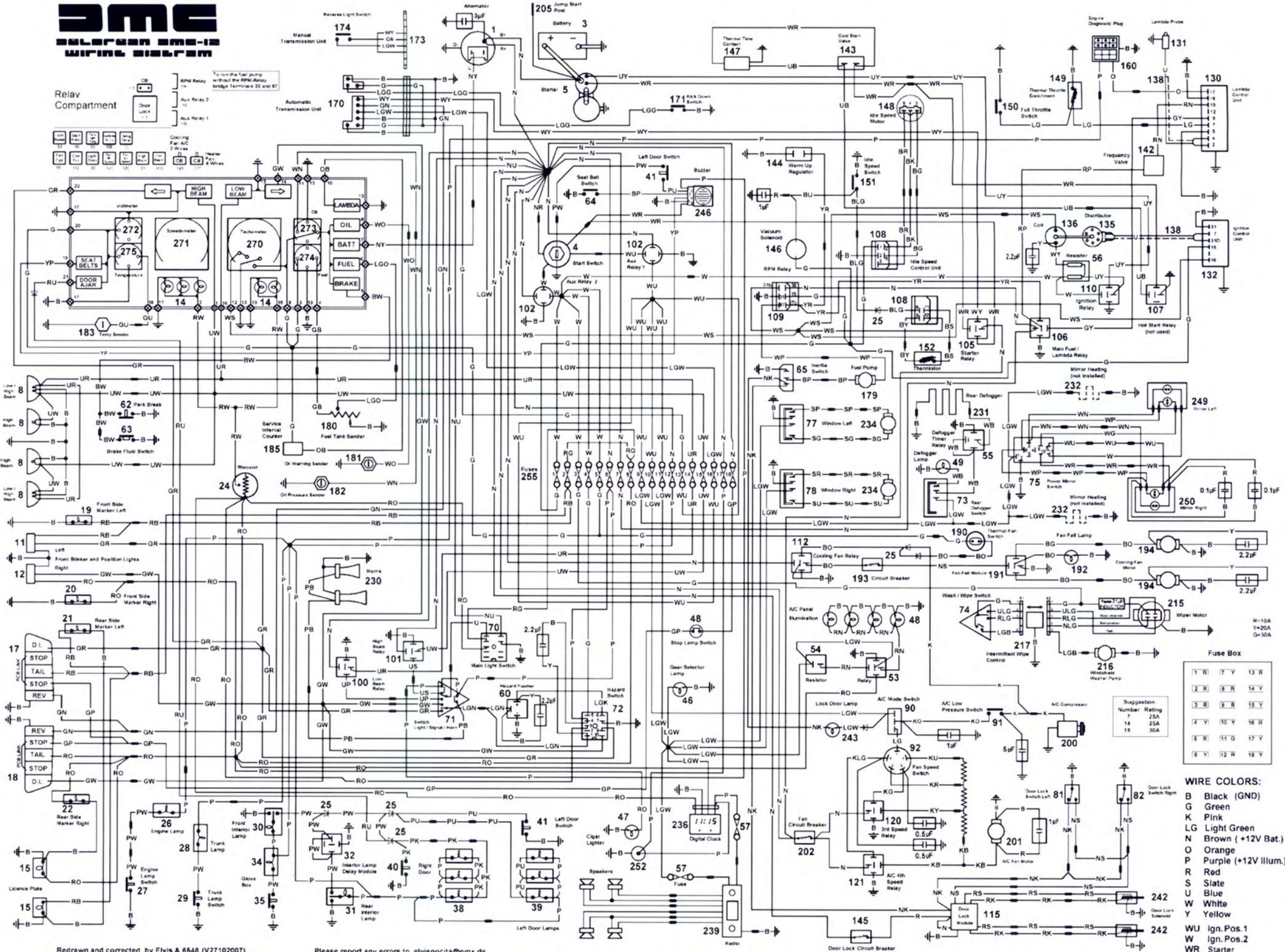
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WIRE COLORS:

- B Black (GND)
- G Green
- K Pink
- LG Light Green
- N Brown (+12V Bat.)
- O Orange
- P Purple (+12V Illum.)
- R Red
- S Slate
- U Blue
- W White
- Y Yellow
- WU Ign.Pos.1
- Wn Ign.Pos.2
- WR Starter

Fuse Box

Rating	15A	20A	25A	30A
15A	15A	15A	15A	15A
20A	20A	20A	20A	20A
25A	25A	25A	25A	25A
30A	30A	30A	30A	30A

Suggestion:

Rating	15A	20A	25A	30A
15A	15A	15A	15A	15A
20A	20A	20A	20A	20A
25A	25A	25A	25A	25A
30A	30A	30A	30A	30A

Luckey Man

Part II

by Josh Haldeman

We left off last time with the story of Mike Luckey's daring elusion of certain death, and the eventual arrival of him and his car at the Cincinnati Tech Session on September 11th, 2004.

When we unloaded Mike's now crippled car from the trailer at my house, it was about 1:30 in the morning, so we decided to call it a night. I don't think any of us slept terribly well. If we weren't thinking about the possibilities of what could have just happened, we were considering and looking forward to the job ahead of us in the morning.

We awoke bright and early that Saturday to a knock on the door. Apparently we weren't the only ones anxious to get started on the project. We had 15 people show up for the tech session that day, and everyone was as anxious as we were to see what was going on with that disintegrating car in the driveway.

We started off by jacking the car up to get our first daytime glimpse of the damage suffered the night before. As I mentioned in the previous installment, the damage was limited to the area where the lower control arm on the front right side of the car connects with the frame. That was it! Out of everything that could have been damaged when that part gave way, that was all that was affected! After our inspection, we once again lowered the car, but propped up that right front side with some cement blocks, so as to prevent any further damage.

Removing the frame out from under the DeLorean has got to be one of the easier things to do on this car. I would go as far as saying that it's easier to do this than it is to replace the distributor! We started in on the disassembly, by first removing the seats in the car. This allows for easier access to the interior frame bolts and as an added bonus, also allows for an opportunity to collect all the change that has been dropped under the seats during the past 25 years. I think our final tally came to about \$2.25 on this project.

Once the seats are out, it's time to tackle the frame bolts. There are 12 of

these all told, including the seat belt bolts. Two are under the bonnet, and can be accessed by removing the carpet. The next 6 are in the passenger cabin mounted on either side directly under the center console. They are approximately in line horizontally with the female seatbelt connectors on either side. You must first remove the bolts holding in these connectors. You can then access the other four bolts by either removing the floor carpets, or just pulling it out from under the console temporarily. We chose the former so that we could further inspect the fiberglass body for any cracks, and look for any leaks the body might have. Everything looked brand new under the carpets so we moved to the back of the car.

The last four frame bolts are accessible from the engine compartment. It's not required, but it makes the job vastly easier if you remove the rear fascia to access two of these bolts. The fascia is held on by an array of 10mm nuts mounted on studs around its edges. The most easily visible of these are under the car, at the bottom, just rear of the muffler. You will likely find, as we did, that the studs holding these nuts in place are often rusted to near nothing. It's not unusual to snap more than one off in the process of trying to remove them. I suggest heavy saturation with PB Blaster prior to attempting removal, and being overly patient with these nuts by loosening them just a little bit...then tightening them back up. Go back and loosen them a little more, and then tighten them back up. This back and forth when you first get started will have the effect of heating up the threads and can prevent them from cracking and breaking during removal. Still, even with these precautions, it's very easy to break these off. We lost 3 of the studs down there on Mike's car. After these are off, you'll find two more nuts on either side of the lower fascia outside of the exhaust pipe openings. These nuts are there to help with aligning the fascia with the body, and I've seen more than a few of the mounting brackets, that these nuts are attached to, that have been intentionally bent to make the fascia line up properly. If you encounter this, it's not from an accident, or road damage, so leave the brackets bent. Otherwise you'll have a tough time realigning things when it all goes back together.

The next thing that holds the rear fascia on the car are a series of Phillips screws along the top inside lip. You have to open the engine compartment to locate these, but you should see them right away once you've done so. Be careful not to strip the heads on these screws during removal.

Now it's time to take out the taillights. You must remove these in order to access the last few things that are keeping the fascia in place. I haven't met a DeLorean owner yet who hasn't removed his or her taillights at least once, but if you are a newbie, they are removed by unscrewing the six Phillips screws visible from the rear of the car. Once the screws are removed, pry the taillights out with a flathead screwdriver wrapped in a shop towel (to keep from scratching the fascia) and disconnect the electrical connectors from the taillight circuit boards.

You now have access to the last 6 nuts holding the fascia in place. These are mounted on the vertical left and right interior walls of the cavity you have exposed by removing the taillights. These are not easily visible, and the best way to locate them is by feeling for them. They are also 10mm nuts, and I would recommend a socket with a long extension to get them off. Be warned, you may have to supplement your efforts with an open ended wrench.

There are three electrical connections that must be removed prior to lifting off the rear fascia. One is the electrical connector for the rear lighting. Disconnect the black plug at the engine compartment electrical box in the right front corner, and remove the tie-strap holding it in place under the coolant overflow tank. Next is the rear marker lights. Remove the lenses with a Phillips screwdriver, and wiggle the bulb out. They will then feed through the opening between the quarter panels and the fiberglass pontoons. The last connector is the one for the engine compartment light. You must also remove the lens for this, and then you'll be able to disconnect the spade connectors here.

Final element of the removal is the engine compartment latch release cable. This can be accessed by removing the trapezoidal metal plate from the rear closing plate inside the engine compartment. The cable attaches to the latch at this point, and can be easily removed with a wrench and some pliers.

Now you're ready to pry the fascia off the car. This is the most dangerous part of this job, because it allows for the greatest possibility of cracking your fascia paint. I recommend using a heat gun and very gently, very lightly heating the fascia itself where the vertical side wall mounting studs are. If you get too close with the gun, you'll melt your paint, or distort the fascia, so don't overdo this. Once it's comfortably warm, stick a flat head screwdriver under the fascia at the quarter panel (again where the three mounting studs are on the vertical side fascia walls) and pry the studs out of their slots. Completely remove one side, then move to the other. If you are having trouble with one side and you fear more heat or pressure will damage the paint, move to the other side, and try it there. Sometimes it's easier on one side than the other.



Pry the studs off the rear lower mounting plate, and the fascia should now be off the car. Again, make sure you guide the last few electrical connectors out through their respective holes to prevent from causing any shorts when things go back together.

That sounds like a complicated arduous task, but trust me, in reality, it take about an hour, and will save you a lot of time and headaches when it comes to removing the two rearmost frame bolts.

Once you have the rear fascia off, make sure you put it someplace where it won't get scratched, dropped or otherwise damaged, and lets take a look at what you'll find underneath.

First and most obvious is the big high-density black-painted foam block that's at the bottom. This is your rear impact absorber. It's purpose is to soften the impact of a rear collision, and is meant to break down in such instances t absorb the force of the collision. You should inspect this for damage, and repair or replace as needed. The other major part under here is, of course, the rear closing plate. This is the big flat piece of fiberglass that connects the two sides of the fiberglass body. It is there to provide rigidity, and to keep the taillight area free of major debris. You may choose to remove these two items from the car at this point as well. It is not required, but it does again, make it easier to access those two rear frame bolts. Remove the fiberglass closing plate first, and the bumper second.

Now it's finally time to get after those last four frame bolts. You can access the rear most ones by sticking a socket into the access holes on the lower part of each fiberglass pontoon. The ends of the bolts come into the engine compartment from either side, and go through a captive nut that rests there. You can visually inspect the captive nut and bolt end for rust and lubricate as needed.

Now come the last two body bolts. These can be the two worst ones, or they can be the two easiest, depending upon how rusty they are, and how well the captive nut on these is still intact. They are located again, on either side of the engine compartment, and mount vertically through a rear cross brace that goes directly in front of the engine. If you start to unscrew these and they don't seem to budge, it may be time to bring out the grinder, but you can have a friend visually inspect the captive nut for you, while you turn the bolt to see what's happening if you're having trouble. You can just barely see the captive nut in through the wheel well at the top of the shock tower. If it's spinning with the bolt, try sticking a long flathead screwdriver in there to lock it in place. If that doesn't do the trick, get a small portable grinder or cutting wheel, and cut the bolt head off.

All hardware connections between the body and frame will now have been removed, and it's time to move on to the detail stuff. This is a good time for a break, as it won't do you any good to start tackling this stuff while tired. We finished up removing the bolt connections on Mike's car around noon, and took the opportunity to break for lunch.



After a hardy tech session meal prepared for us by Shannon Yocom's wife Jenette, we got back to it, and started in on the detail stuff. Best way to tackle these items is to make a check list by visually inspecting the car, as well as thinking about all the things that have to go from the body to the frame and back. Fortunately, I've done that for you here already, so you don't have to. These are the items that have to be disconnected to lift the body from the frame. (I'll discuss each parts removal starting in our next issue) In order from the front of the car, to the back are these items:

- Fuel fill and vapor recovery lines, and fill cap ground wire
- Air conditioning lines
- Heater core lines
- Fuel lines from fuel pump
- Brake master cylinder lines
- Clutch master cylinder lines
- Steering column
- Shifter knob (manual transmission)
- Aluminum Dust shields (under car)
- Parking brake cables
- Battery wires (positive & negative)
- Electrical connectors in engine compartment
- Frame ground beneath coolant overflow tank



Upgrading The Stock Delorean Horns



by Patrick Conlon

The horns in the DeLorean have always disappointed me. Not only did they sound weak to begin with, but the way the factory mounted them allowed for water and debris to build up and slowly destroy the inside mechanism of the horn.

As I was perusing through AutoZone recently, I saw a set of "Highway Blaster" horns that caught my attention. After seeing that they were 132 decibels, I decided to purchase them as a safety upgrade for my D. The high note and low note horns cost me \$16.99 each.

Since my old horns drew 4 amps when used, and since the new Blaster horns draw 10 amps, you definitely want to install a relay so as not to melt your horn switch. I stopped by my local RadioShack and picked up a standard 30 amp automotive relay to use for the project. The cost of the relay was \$6.49 and was part # 275-226.

As with any electrical repair, disconnect the battery from the car before you start your project. Neither myself nor the DeLorean Car Show takes responsibility for any damage or injury that could occur from this project. Use the directions below at your own risk.

First off, before you take off both of the horns and get them confused, be sure to note which side the high note and low note horn came off of. You will want to put the new high note and low note horn on the same sides that they originally were on.

The old horns are simple to remove, with a single 10mm nut on the top of the horn that secures it to the mounting bracket. Be sure to unplug the electrical connection from the horn before loosening the nut. Once the nut is removed, the horn will fall right off.

Unfortunately, the new horn does not directly bolt onto the original bracket. The reason for this is that the hole in the bracket is too small to accommodate the bolt protruding from the new horn. With a drill, enlarge the hole until the bolt protruding from the new horn will insert into the stock bracket. Do not install the horn at this step, continue reading.

Since the original horns only had one electrical connector at the top, and since the new horns have two, a supplied adapter is needed on each horn that grounds out one of the two connectors to the mounting bracket.

The horns are now ready for installation. When doing this on my own car, I decided to correct the factory's mistake—I installed both horns facing the rear of the car so as not to collect water when driving in the rain. This was very simple on the passenger side, but the wiring is not quite long enough on the driver side. To correct this, make a 2.5" jumper cable that extends the stock wiring enough to reach the other side of the horn. This can be accomplished by using a small piece of wire and putting a male connector on one end (to go into the original wiring harness), and a female connector at the other to attach to the horn. This will give the wiring the extra length that it needs.

Once both horns are installed and are facing the rear of the car, it is time to start wiring the relay. You will notice that the wire connected to the top of each horn is black with a purple stripe. You will need to find that same wire that leaves the turn signal/horn stalk inside of the car.

The easiest way to do this is to get upside down in the driver side footwell. You should be able to see several wires leaving the steering column. Look for a large opaque connector that should have the black wire with the purple stripe going into one end of



the connector, and leaving from the other end of the connector. By squeezing the plastic clips on each side, pull the connector apart.

Now take the side of the connector that has the male ends. Using a small jewelers' screwdriver, push in the very small tabs that prevent the male prong of the black/purple wire from being pushed out of the connector. Once the tabs are bent in far enough, you should be able to push this male end out of the connector completely. You could also just cut the wire, but I chose to go this route so as not to hack up the original wiring.

You then want to remove the black wire with the purple stripe from the female side of the connector in the same fashion. Once the black wire with the purple stripe has been removed from both sides of the connector as described above, connect the two halves of the plastic connector back together again.

Now you are ready to wire in your relay. Assuming that you are using the exact same relay that I did, this will be shown on the rear of the packaging: *Get a rough idea of where you want the relay to be mounted. I would suggest near the hood release lever or the inertia switch, so keep that in mind and be sure to run enough wire in the below steps.*

We want to use a female snap connector to connect the male end of the black/purple wire to terminal 86 on the relay. I then ran this wire directly to terminal 86 on the relay and used a standard female connector to attach it to terminal.

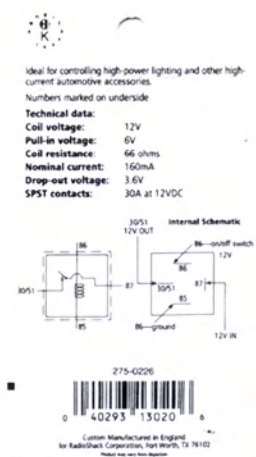
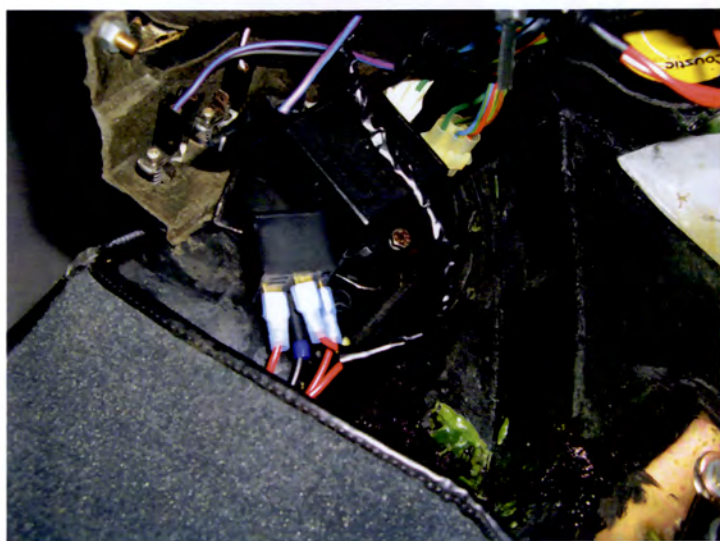
We want to do the same with the female end of the wire that we removed from the connector, except this wire will go to terminal 30/51 of the relay. To meet up with the female connection that we removed from the large plastic connector, I used a male snap connector.

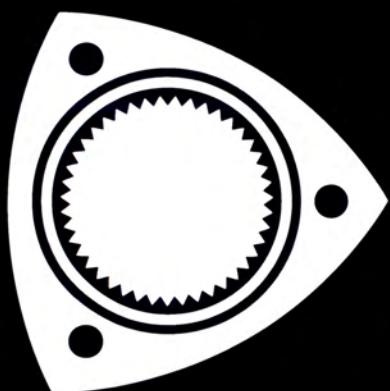
The final two wires are the easiest to run to the relay. I connected terminal 85 to the ground that is located on the parking brake lever. This is easy to get to by simply lifting up the carpeted cover that goes around the parking brake.

Finally, terminal 87 on the relay is what connects directly to the positive terminal of the battery. Be sure to add in a 15-amp blade fuse as close to the battery as possible (just in case something should ever go wrong with the horn relay).

Once everything is wired up, you have to decide where you want to mount the relay. I chose to install it close to the plunger switches that control the door lights. You can see how it is mounted in my car in the picture below (NOTE: Your Lucas windshield wiper module may not be in the same spot as where I located it on my car. Don't let this confuse you, the relay can be mounted wherever it will be free from moisture and accidental kicking).

The project is now complete! Your DeLorean should now have a much more intimidating horn that will command attention when you use it.





mc

by Jim Strickland

I have found over the course of time that this vehicle evokes one of two emotions: excitement or blind rage. The painted stainless was often the source of dismay, frequently resulting in a horrified, "Why did you paint it black?" I fielded this question even more than the question about my "flux capacitor". In actuality, I purchased the vehicle painted and liked the fact that it did not invoke the Huey Lewis "Back in Time" theme song as I drove it down the road.

The decision to supermodify this car was not a difficult one. I bought the Delorean sight-unseen through Ebay for \$8200. Given the pictures, description, and this price, the car was a steal. However, after receiving and inspecting the 33k mile car, the price became less fantastic. This poor vehicle showed signs of being hit in the front and rear, and every major system of the vehicle had at least one broken or missing part. Another \$8000 later, the machine was good enough to pass as a motor vehicle, though the tired PRV-6 engine never did run exactly right and did not pass emissions. It was clear that no amount of money would ever make this vehicle "concours d'élégance" material, so I decided to give the Delorean's mediocre performance a new lease on life with a stronger powerplant.

In looking for a replacement engine, I considered every engine possible. With a list of 900 different vehicle-engine setups, I reviewed the tradeoffs between cost, horsepower, technology, and weight. I determined that weight was the limiting and most important factor, and that there was no reason to add horsepower that couldn't be reasonably controlled by the rest of the vehicle. I reviewed what some other Delorean owners had swapped to: small V8s, other 6-cylinder PRV variant, or a "new" upgraded PRV that was new to the market through one of the usual vendors. I found these other swaps either added weight or didn't offer enough technology or horsepower for the cost.

I narrowed down the field to the Honda's F20C, a 240HP 2-liter engine in the S2000 and the Mazda 13b, a 255HP 1.3-liter rotary engine in the RX-7. I determined the Renault transmission gear ratio was too tall for the Honda to power. At the Honda's redline of 9000 RPM, the vehicle would be moving 45mph in first gear, 90 in 2nd. This would surely make for a groggy start with the normally aspirated engine with only 153 ft-pounds of torque. Mazda it was then.

I quickly found that a complete powerplant from a crashed '93 to '95 RX7 was not an easy find. Most of the

engines
were pilfered, scavenged or wedged into
earlier generation RX7s. In the search, I came across details
for Mazda's 20b engine. Although the RX7 was the only rotary powered
vehicle in the US in the 90's (and today the RX8), Mazda did sell other rotary variants
in Japan. The 20b was used overseas in Mazda's '90 to '95 Eunos Cosmo, a large and heavily
electronically integrated coupe. The 20b is the 13b's big brother, having 3 rotors to the 13b's 2-rotor
setup. How could I go wrong with 50% more rotors? During its production, the sequential twin-turbo 20b
had the highest torque output of any Japanese vehicle manufacturer. At 297 ft-lbs of torque and 300hp, this
1.962 liter rotary mirrors the power and torque output of the sizable 4.6 liter GM Northstar V8s made from '93 to '04.

The 20b, having an extra rotor, is about 5 inches longer and somewhat heavier than the 13b, but the extra weight and size
increase was offset by the horsepower and relative ease to obtain- importing a 20b from Japan was easier than finding a
complete 13b in the US.

In the US, the 20b is an icon among rotary enthusiasts. Research revealed that there were actually less 20b engines manufactured than
there were Deloreans. This turned the tables- instead of assessing if the 20b was good enough to put in a Delorean, I had to wonder if the
Delorean was good enough a vehicle to insert this 20b.

I found a complete 20b in Washington State, and bought it. A few weeks later, the complete front half of a Mazda Eunos Cosmo arrived at my
house. The first order of business was to get the 20b working outside of its crashed Eunos Cosmo tomb. The extraction was easy- but then- how
do you get an engine running that no one in the US knows anything about? I counted 6 different computers, and an astounding 84 severed
conductors that used to go the rear half of the Cosmo. I took a moment and imagined where I would hook up 84 wires to the rear of the front
seats. What could all these wires possibly do?

I contacted Mazda, and was told that the Cosmo repair manual was only written in Japanese. This seemed bizarre, as this vehicle was also
exported to Australia. I called some rotary guys in Australia. They verified that the manual was written Japanese only, and they had spent
thousands of dollars translating it into English. They would be happy to give me the English copy, if it had not been consumed in a recent
warehouse fire. I eventually obtained a poor copy of the Japanese wiring diagram, and interpreted the tiny, smeared symbols. My
rudimentary translation yielded several important indications, such as- "A stick man wearing a white hat means YELLOW, a 4-legged
spider means BLACK," etc. Hours turned into days and days into weeks, trying to decipher the automated vehicle's key wiring systems.
The harness dwindled as hundreds of wires were pulled from the loom, slowly separating the rotary from the Cosmo. The
reintegration of the rotary engine into the Delorean frame was equally as challenging. The task had both disastrous and
serendipitous moments.

Disaster abounds:

One look at the Mazda's transmission that was built to handle the rotary's 300 horsepower and the
Renault transmission looked very small in comparison. I contacted Darryl T, another Delorean
owner, about a Renault transmission that he had rebuilt with stronger parts, having ripped
it apart with his estimated 300-horsepower small block. I concluded that the
chances of me damaging the Renault transmission were astronomical
and not worth the trouble, so I looked for a new
transmission.

Serendipity rebounds:

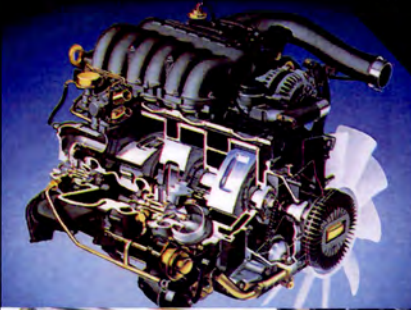
The replacement transmission was a pretty easy choice- there are very few transmissions that are set up or easily applicable for rear-engined vehicles. The obvious choice is Porsche, who has been touting their rear engine sports cars for decades. A quick online search revealed promising possibilities. The 911 had been making near 300 horsepower for quite a while, and the transmissions had a good reputation for being rugged. A visit to a local Porsche repairman and a poke under a 911 gave me the very distinct impression that the transmission swap would be easily integrated. The earlier Porsche 915 and 930 transmissions have a very similar size and shape as the Delorean's transmission. Pricing, however, for a decade old, used Porsche transaxle certainly raised my eyebrows. In addition, finding one with a limited slip differential is more difficult and expensive. In my opinion, there is no reason to have horsepower you can't put to the ground, so the limited slip differential (LSD) was a necessity. The Porsche LSD is a non-viscous type; it is set up to lock a certain amount while accelerating and a different amount while braking. I found online a used Porsche G50 transaxle with an LSD. The G50 manual transmission is the successor to the 915 and 930 lines and offers a 6th gear, compared to the earlier model's 5-speed. This particular transmission was originally sold in a 1995 Porsche 911 Carrera C2 (993). I bought it and a week later, the 130 lb transaxle arrived.

Attempting to join the engine and transmission, I was referred to Kennedy Engineering, a California company specializing in engine/transmission adaptors. A simple phone call and they indicated that they had the design specs for the 3-rotor and G50 transmission, and they could build an adaptor with no additional information. I paid the man and they delivered a custom adaptor and flywheel. A few weeks (and an off-the-shelf Porsche starter, clutch, pressure plate, fork, and slave cylinder) later, the engine and transmission fit together like it was meant to be. This part of the project was what I anticipated to be the biggest problem, and it was completed without a hitch.

As a consequence of my "if some is good, more is better" theory of selecting engines and transmissions, the assembled unit was significantly longer than I had anticipated. The extra rotor housing and end plate added roughly 5 inches, and the extra gear in the transmission added another 6 inches. This oversized powertrain dictated exactly one possible location in the engine bay; forward enough to clear the rear fascia, and back enough to clear the crutch of the Y frame. Attempted positioning of the powertrain into this space revealed that the frame needed to be slightly modified in the front, and the glass-reinforced plastic fascia slightly modified in the rear. "Slight modification" yielded quickly to heavy modification to accommodate new shift linkage, transmission mounts, engine mounts, and twin turbo clearance. The Delorean's stock engine cradle cross member was moved to the rear and allowed the rotary's oil pan to drop, which

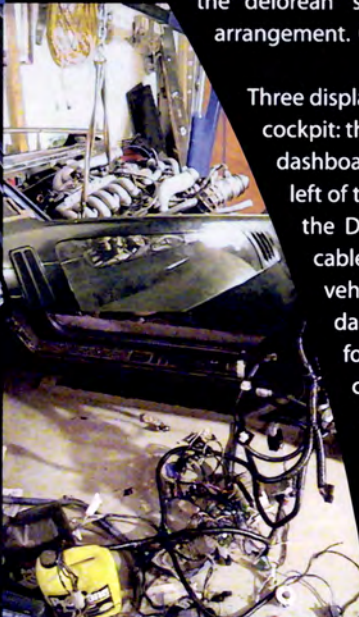


significantly lowered the vehicle's center of gravity. The placed engine was also notably forward, which I determined was good, as it helped out the very rear-biased weight distribution. The tradeoff here was a serious impact in the alignment of the transaxle with the wheels. Amazingly, the stock Delorean half axles had the exact bolt pattern required to mate to the G50 transmission. The length was exactly correct, and even the connecting bolts were identical. Installed, the constant velocity (CV) joints were significantly raked out, creating a hard job for the CV boots. I blew through 4 or 5 sets of CV boots before I found a manufacturers' boot that could handle the arrangement. The winning CV boot manufacturer was Rockford, who apparently use a very durable and robust material that could handle the intense flexing.



I was happy to find that I was correct in assessing the rotational direction of the engine and transmission, and the vehicle indeed had 6 forward gears and one reverse. Wouldn't it be intense if your car could go 164mph, but only backwards?

Various fixes, modifications, and additions were made to place myriads of support electronics for the rotary. The Delorean's driver side electronics access area (under the parcel shelf) became the host to the rotary's electronics. The car became visibly and electronically separated between the "cosmo" side and the "delorean" side. Very few cross connections are needed in this arrangement. One side runs the car and the other side runs the engine.



Three displays from the Cosmo were transplanted into the Delorean's cockpit: the part analog- part digital dashboard replaced the stock dashboard cluster; a row of selection buttons were placed to the left of the shifter, and a tripmeter/clock/mileage display replaced the Delorean's ashtray. The Delorean's flaky angle drive and cable assembly (the rotating cable that tells the dash the vehicle speed) was replaced with the Cosmo's electronic dashboard and sensor. The hall-effect speed sensor that was formerly mounted on the Cosmo's transmission conveniently screwed on as a direct replacement for the angle drive, and flawlessly transmitted pulses for the kilometers-counting speedometer/odometer.



The final product ran amazingly fast. The placement of the engine over the wheels coupled with the Delorean's wide rear tires allowed for zero burnout and 100% takeoff. The Delorean's lightweight front end gave an odd sensation in the aptly-named "Rocket Powered Coffin", as it would rise several inches during hard acceleration, somewhat compromising precise steering control. I indicate this feature as an important difference between the Rotary Delorean and the \$110k-more-expensive Ferrari Modena, both of which share the same 0-60mph time (4.5 seconds). Under acceleration, the Ferrari will turn briskly in the direction of the steering wheel and the Delorean will turn briskly in the direction of the nearest Palm tree. For this reason, significant suspension and tire upgrades must be performed to complete engine upgrades such as on the rotary Delorean- Goodyear NCT's are certainly not the tire of choice in this application. I enjoyed the opportunity to show off the fire-belching monster on the streets of Miami, where modified cars are quite common and well received. I sold the car in 2004, and I suspect the residents of Florida do not miss this Delorean's distinct engine roar. I



I do miss it sometimes, my current daily driver (at less than a third the horsepower) doesn't quite replace it.

I feel that modifying the Delorean by integrating superior parts is a testament to the fact that the timeless style and design can support such a significant effort. This Delorean has been upgraded with an engine from the sports luxury Mazda with a base price of \$38k (1990) and the transmission from the Porsche 993 with a base price of \$70k (1994), and I believe that the marque is strengthened by this demonstration of what the Delorean "might have been".

John Z. Delorean himself once envisioned rotary powered and painted Deloreans; I suspect he would have accepted this rotary powered and painted Delorean as one of his own.

Specifications:

Make/Model/Year:

1981 Delorean Sports Coupe VIN 1537

Engine:

1990 Mazda Wankel 3-Rotor Rotary

1.962 Liter Sequential Twin Turbo

300hp (224 kw)

297 ft-lb torque (402 nm) @ 3000rpm

Transmission:

1995 Porsche 911 Carrera C2 (993) 6-speed G50 with LSD

0-60MPH: 4.5 seconds (measured)

Top Speed: 164MPH (simulated)

Website & short video:

<http://www.eliseusa.com/rotary.htm>

Cost:

Delorean:	\$8200
Repairs:	\$8000
20b Engine:	\$7000
G50 Transmission:	\$5000
Powertrain parts:	\$2000
Stainless Nuts, bolts:	\$2000
8 months labor	Free



Gettysburg 2008

by Ken Koncelik

DCS 2008 - Gettysburg will again be our largest show ever thanks to you the owners and enthusiasts. We will be shaking things up this time by dramatically changing the format to be able to better accommodate you and allow you to get the most out of the show.

One major change is the activities that will now be done on Thursday. We are also abandoning our regular format for dinner. This will give you more time to socialize. Dinner will be served outdoors, weather permitting, and you will be able to partake in many events that afternoon and evening including a pool party, obstacle course for the cars and the group photos now being held on Thursday. We found that to get people to attend the photo while the show is going on was not working so we look forward to having more of you participate in the group photo.

We will also be adding an Aerial shot of the cars in formation. Both will be offered for presale on the registration page of the DCS website soon. (www.deloreancareshow.com) Our registration page/store has been changing so if you have any suggestions please let us know.

Other changes at this show are the way we will handle our guests. Since there will be over 700 people in attendance and each of you have your own interest, the guest speakers will be introduced on Friday and will be on for 10 to 15 minutes to give you a preview of what they have to offer. On Saturday there will be breakout rooms and each of the guests are scheduled to discuss their topics with you in more detail. Each seminar will be posted and you are free to go from room to room.

Friday we are again trying something new. Leaving from the Hotel will be a bus tour of Gettysburg. We will be offering two times, one in the morning around 9 AM and an afternoon at around 12:30. Details will be posted on the registration page.

Saturday will again feature a different format and includes such events as the return of the DeLorean Museum. BTTF.com and some of the groups will be in the breakout rooms rather than in the main arena. We have almost 80,000 sq feet of space and we will be using every bit of it. You will be asked to move around quite a bit for this show to see everything. The cars and vendors will be in the main exhibit hall while everything else will be in the convention centers in the Eisenhower I and II halls.

This show will be the best so far, but only if you're there! Visit us on the website today to see and learn more.



SCIROCCO vs. DELORÉAN

A PHOTO COMPARISON by Elvis Nocita

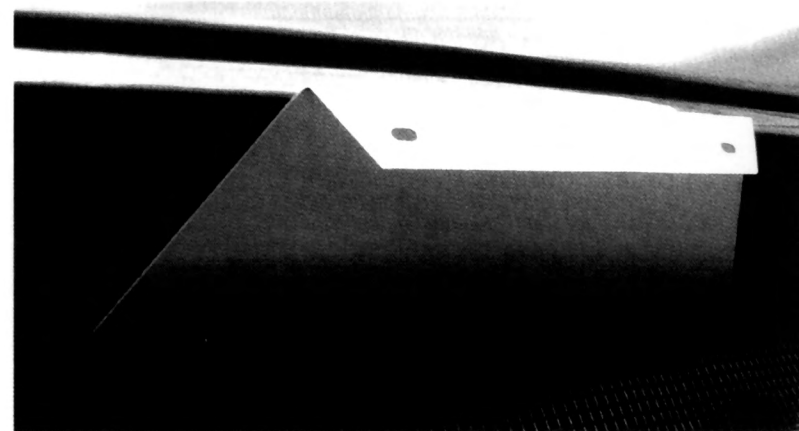


Totally Stainless...

One of the greatest things about DeLoreans is their stainless steel body. The beautiful grain and luster in late afternoon sunlight is a sight to behold. Don't you ever wish the whole car were made of it? The products here will take you one step closer to stainless perfection. Many of our letter sets are made in both a standard gauge for permanent installation and a heavier gauge to resist damage if removal becomes necessary.



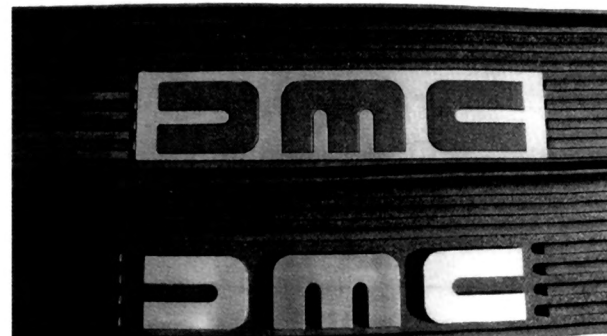
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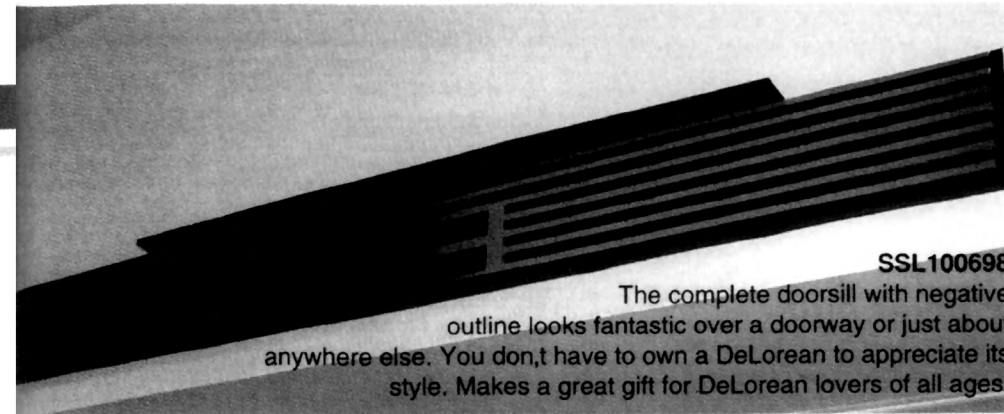
108025GS Stainless License bracket is grained to match DMC body. Black finish also available on request.



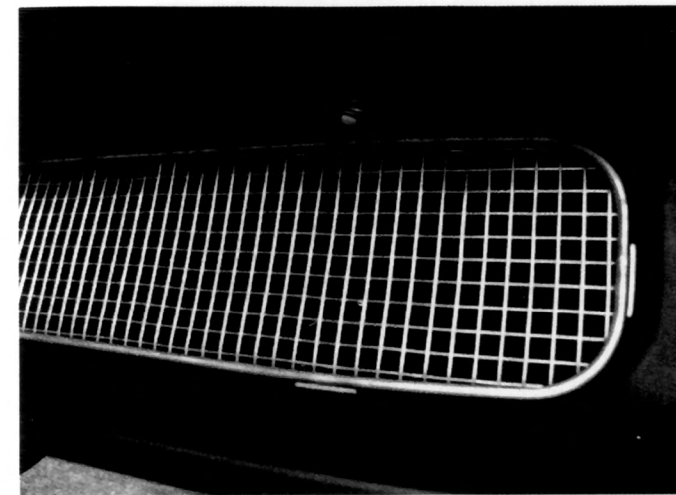
SSL4034 Some cars have unsightly (and unnecessary) screws securing the step plates in place. These holes may be covered with the full negative outline to hide this factory mistake while improving appearance.



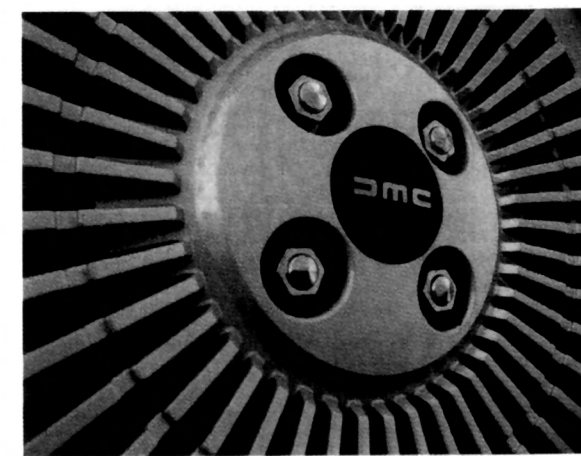
SSL3024 + SSL2024



SSL100698
The complete doorsill with negative outline looks fantastic over a doorway or just about anywhere else. You don't have to own a DeLorean to appreciate its style. Makes a great gift for DeLorean lovers of all ages.



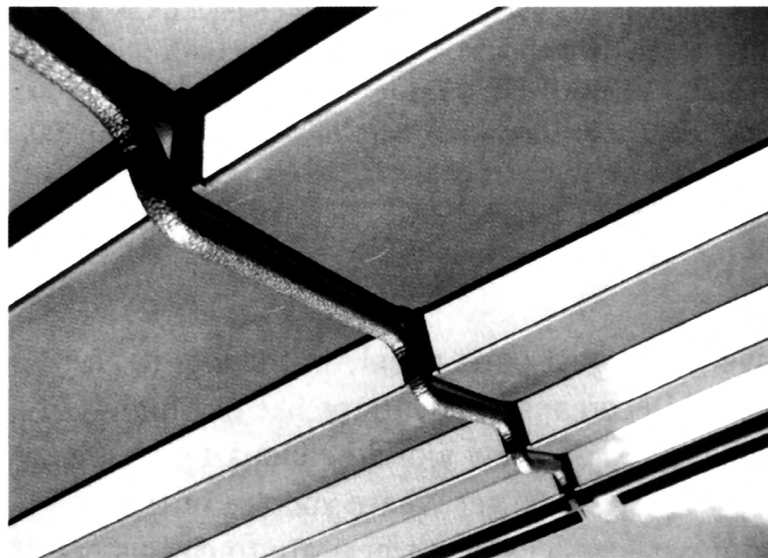
101628GS Stainless Radiator Air Screen The workmanship on this screen is outstanding. In black finish it is almost identical in appearance to stock but will last a lifetime. A must for any car needing restoration work.



SSL1024 DMC Stainless Wheel Cap Logo Set The best twenty bucks you'll ever spend on your DeLorean. These letters jump out at you and make any DMC wheel look better. Also available as wheel cap sets with letters preinstalled.

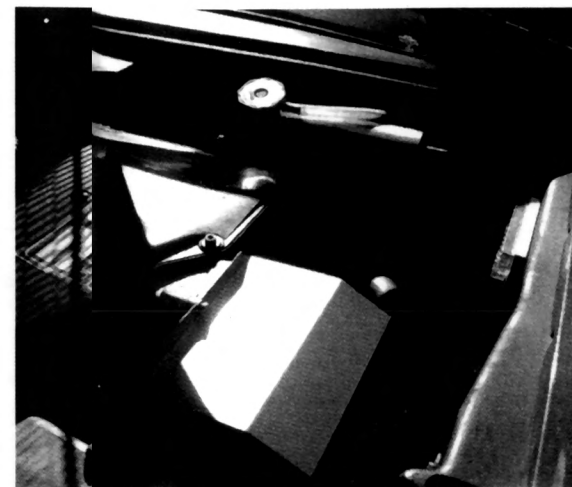


SSL4062



SSL6034 Sunshade Louvre Stainless Rib Bracket Kit This is the only sunshade support kit that installs without tools and actually improves appearance. It even repairs center ribs that are broken. Black finish also available on request.

111184GS & 101944GS
Stainless Grained Throttle Shield & Coolant Bottle.



SSL1024	DMC Stainless Wheel Cap Logo Set .024 Gauge	\$19.50
SSL108504	DMC Stainless Logo Grey Wheel Cap Set	\$59.95
SSL108738	DMC Stainless Logo Black Wheel Cap Set	\$59.95
SSL2024	DMC Step Plate Positive Logo (Pair) .024 Gauge	\$34.95
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SSL3024	DMC Step Plate Negative Logo (Pair) .024 Gauge	\$34.95
SSL3034	DMC Step Plate Negative Logo (Pair) .034 Gauge	\$39.95
SSL4034	DMC Step Plate Negative Full Outline Logo (Pair) .034 Gauge	\$89.95
SSL4062	DMC Step Plate Negative Full Outline Logo (Pair) .062 Gauge	\$99.95
SSL5024	DeLorean Rear Facia Logo .024 Gauge	\$44.95
SSL5034	DeLorean Rear Facia Logo .034 Gauge	\$49.95
SSL6034	Sunshade Louvre Stainless Rib Bracket Kit	\$49.95
SSL100698	R/H Step Plate With Negative Outline	\$94.50
SSL100699	L/H Step Plate With Negative Outline	\$94.50
108025GS	Front License Bracket, Grained Stainless	\$34.50
111184GS	Throttle Shield, Grained Stainless	\$17.50
101944GS	Stainless Coolant Bottle	\$169.50
101628GS	Stainless Radiator Air Screen	\$169.50
101628GB	Stainless Black Radiator Air Screen	\$189.50

Item Below Not Shown

108466GS	Stainless Air Screen Upper Mounting Bracket	\$12.95 Ea.
118466GS	Stainless Air Screen Upper Mounting Bracket Set of five	\$49.50

Extra discount available when purchased with air screen (call)



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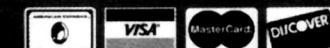
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